
TRANSPORTATION AND CIRCULATION

GOAL

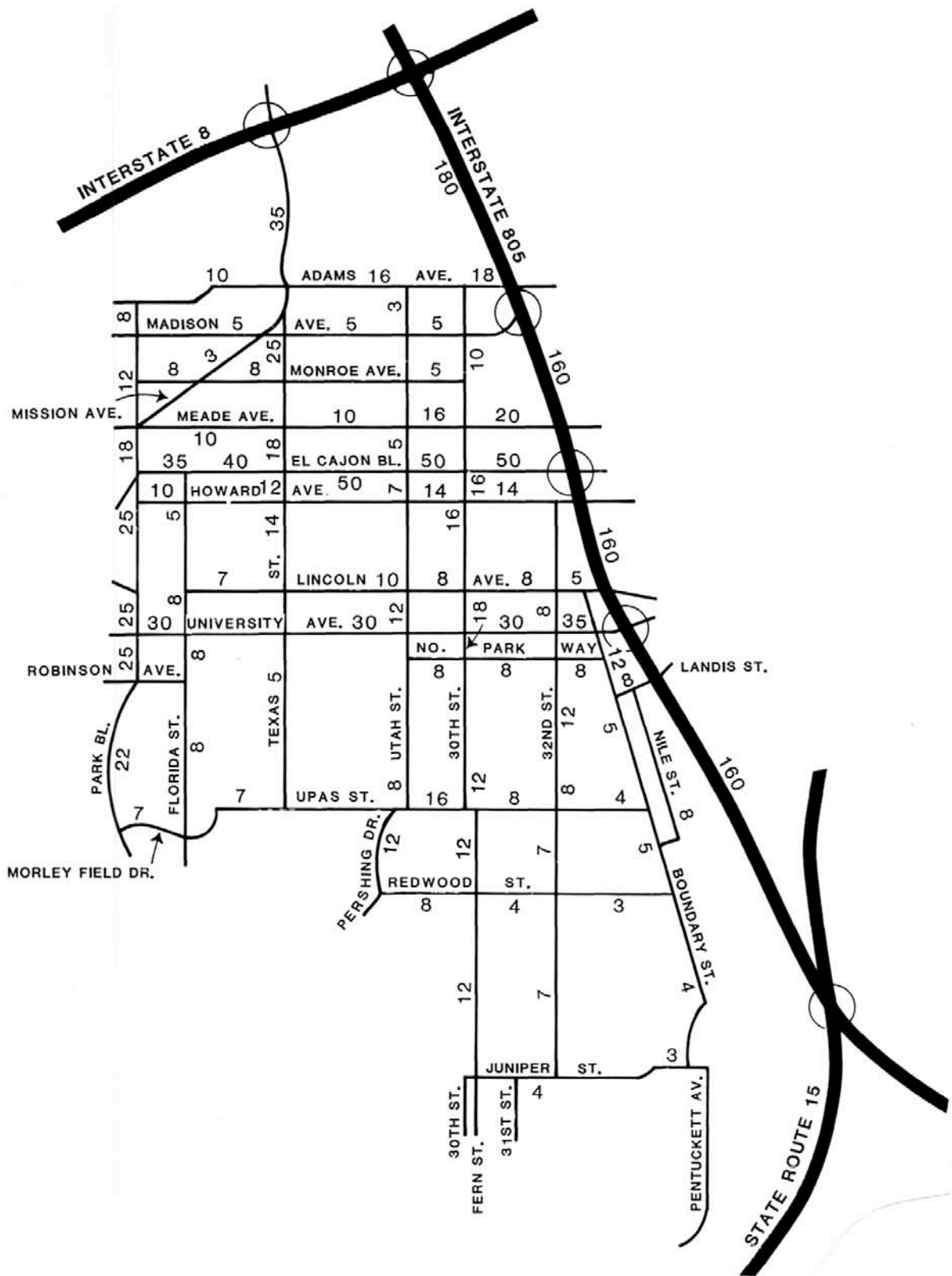
Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes adverse environmental effects.

EXISTING CONDITIONS

The existing street system serving Greater North Park is basically a gridiron pattern which was originally laid out after the turn of the century. Greater North Park is served by two major streets, El Cajon Boulevard and University Avenue, which provide east-west access to the Uptown community on the west and to the Mid-City and State College communities on the east. Adams Avenue also provides a connection to the east, linking the Greater North Park neighborhoods of Normal Heights and University Heights with the Mid-City neighborhoods of Normal Heights (which was split by I-805), Kensington and Talmadge. The major north-south streets in the community are 30th Street, which provides a link with the Greater Golden Hill community and Centre City; Texas Street, which provides access to Mission Valley and into Balboa Park; and Park Boulevard, which is adjacent to Uptown and provides access to Balboa Park and to Centre City. Other surface streets of importance are two east-west streets, Meade Avenue and Lincoln Avenue and two north-south streets, Utah Street and 32nd Street.

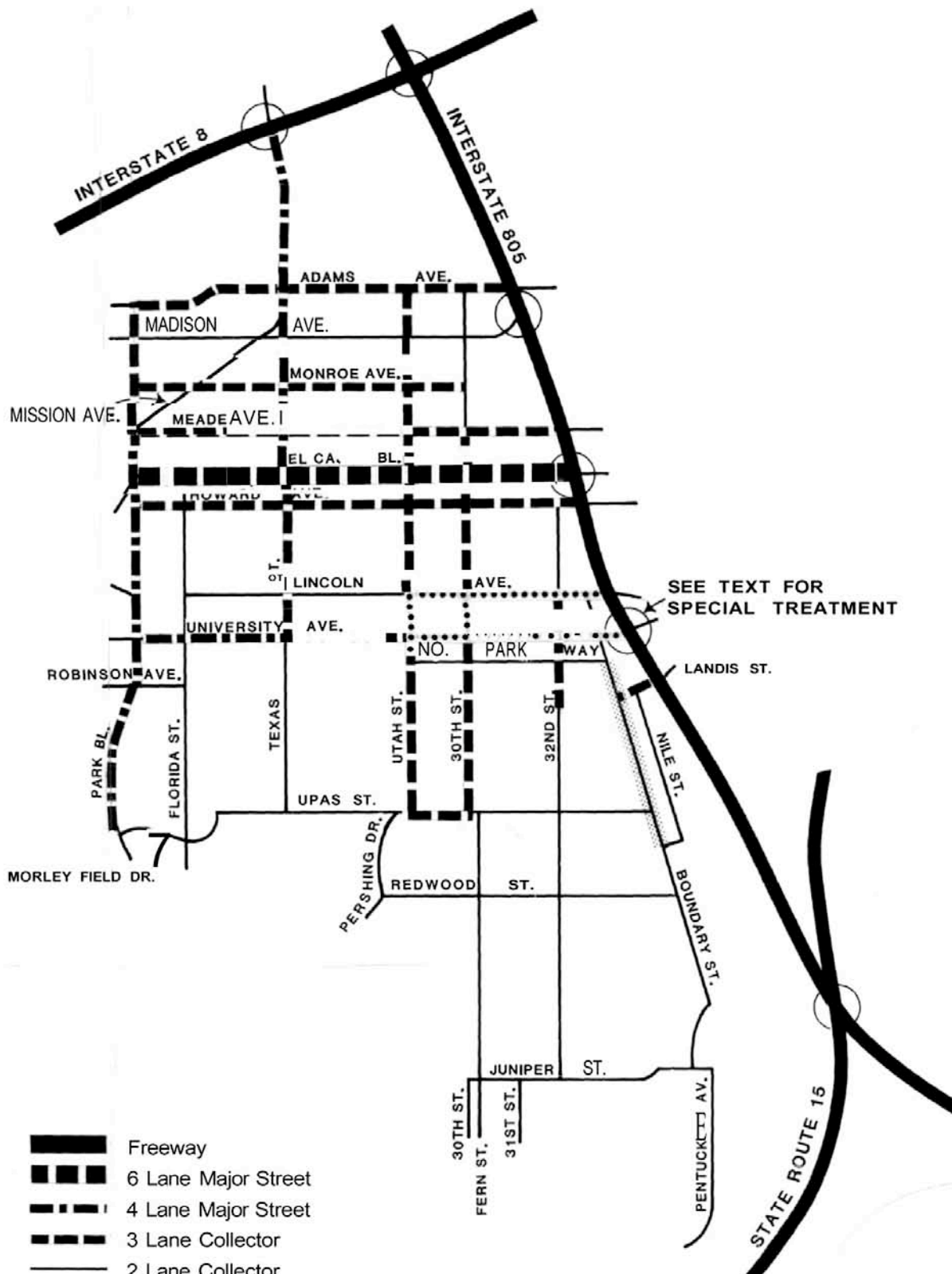
In addition to the surface street system, Greater North Park has access to the regional freeway system. There is direct access to I-805 via El Cajon Boulevard and University Avenue. Interstate 805 provides access to southbound SR-15 and to SR-94. State Route 94 can also be accessed through Greater Golden Hill. Interstate 8 in Mission Valley is accessible by way of Texas Street while SR-163 to the west is accessed through the Uptown community via El Cajon Boulevard and Washington Street and also by I-805 by way of the northbound on-ramp from Madison Avenue in the Mid-City community.








Greater North Park is presently served by public transit in the form of bus service on a number of routes, both local and express. The service, while adequate, needs to be upgraded in frequency of service and, possibly, by the addition of new routes. Greater North Park, at one time, was the beneficiary of an electric street rail system that linked the community with Hillcrest, Mission Hills, downtown San Diego, Golden Hill, Normal Heights, Kensington and East San Diego. Adams Avenue and University Avenue accommodated the east-west trolley tracks while Park Boulevard and 30th Street accommodated the north-south trolley tracks.



OBJECTIVES

- Protect residential areas from through traffic by encouraging through traffic to use freeways and major streets, while discouraging through traffic on local streets in the community.
- Improve the street system as necessary to accommodate growth in locally-generated traffic while minimizing adverse effects on existing residential, business or open space uses.
- Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles and pedestrian travel.
- Provide a high level of public transportation service linking Greater North Park with Mission Valley and Downtown.
- Provide adequate off-street parking in residential and commercial areas.
- Maintain the pedestrian interface between Balboa Park and the community, ensuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes.
- Visually enhance transportation corridors to improve community image and identification.
- Evaluate the feasibility of providing fixed rail transit service to the community.
- Establish a transit point at University Avenue and 30th Street in order to provide support to the central business district.
- Enhance existing urban level bus service by increasing the frequency of service, adding express service and improving transit stops, thereby establishing a higher level of service within the community and providing strong public transit links with adjacent communities.
- Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available in order to bring service closer to the door of the aged, the infirm and other transit-dependent groups.
- Develop a system of bikeways to connect the various neighborhoods within the community and to connect with major activity centers in San Diego.
- Install secure bicycle parking facilities at major activity centers, including shopping centers, employment centers, parks and schools.



-  Freeway
-  6 Lane Major Street
-  4 Lane Major Street
-  3 Lane Collector
-  2 Lane Collector
-  1 Lane Collector
-  2 Way Couplet System



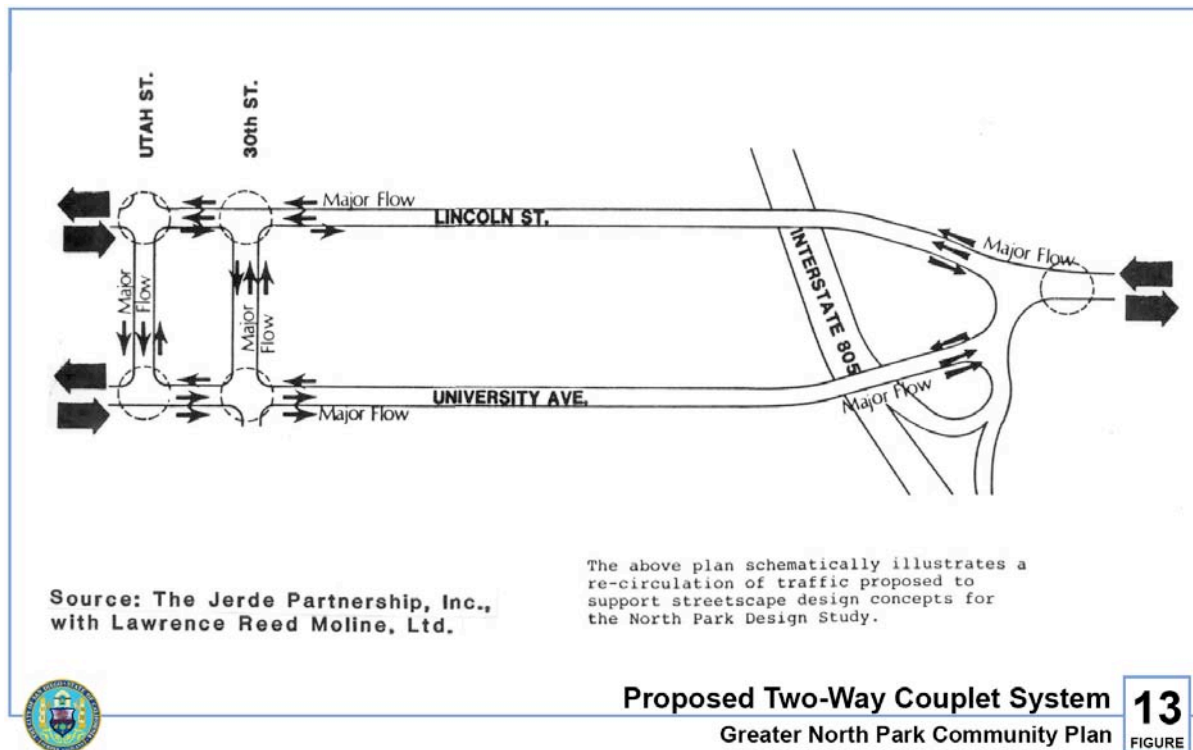
Future Street Classifications
Greater North Park Community Plan

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 FIGURE



STREET SYSTEM

The Traffic Forecast Study for Greater North Park has given the 20-year projections for surface street volumes in the community (see **Figure 11**). In order to accommodate the increased volumes, a series of recommended improvements to the street system have been formulated. These improvements will provide an upgraded street system as illustrated in **Figure 12**. The recommended improvements are as follows:



PHYSICAL IMPROVEMENTS

El Cajon Boulevard

El Cajon Boulevard, between Park Boulevard and I-805, should have left-turn pockets retained at appropriate intersections. However, any new construction of left-turn pockets should be considered in conjunction with improved landscaping in the median strips and a need for safe and convenient pedestrian crossings. If there are conflicts with median landscaping and pedestrian crossings, then a reduction in the number of existing left-turn pockets should be considered.

University Avenue

University Avenue, between Utah Street and Boundary Street, should be improved as part of a two-way couplet system with Lincoln Avenue. The two-way couplet circulation system is recommended for the central business district by the North Park Design Study. This system would pair University Avenue and Lincoln Avenue into a two-way couplet system with

University Avenue carrying two lanes eastbound and one lane westbound, and Lincoln Avenue carrying two lanes westbound and one lane eastbound between Utah Street and Boundary Street. This system would also include the two-way couplet pair of 30th Street carrying two lanes northbound and one lane southbound, and Utah Street carrying two lanes southbound and one lane northbound.

This system may require operational improvements in order to be functionally incorporated into the overall Greater North Park circulation system (see **Figure 13**). Physical improvements for vehicular circulation should not include increasing the existing curb-to-curb width or reducing existing sidewalk widths. However, a minimum of 52 feet curb-to-curb is required on University Avenue to accommodate the two-way couplet system, except between Ray and 28th Street, where a minimum of 72 feet curb-to-curb is needed. Minor sidewalk widening and other public improvements, such as landscaping, could be considered in the section between Ray and 28th Street as long as the 72-foot curb-to-curb width is maintained to allow left-turn lanes, four travel lanes and on-street (parallel) parking.

Should the two-way couplet system described above fail to function at some future time due to unanticipated growth or other changes in the region, then the option of going to four lanes on University Avenue should be considered. The four-lane system should only be implemented if the two-way couplet has clearly been shown to be inadequate. The provision of four travel lanes on University Avenue would require the removal of most of the existing on-street parking, which could hinder the revitalization efforts for the corridor.

Between Utah and Florida Streets, University Avenue should have a 60-foot curb-to-curb width in order to accommodate four traffic lanes. The existing width of the street between Florida Street and Park Boulevard is adequate to meet future needs. Finally, between Bancroft and Boundary Streets, it will be necessary to widen University Avenue an additional ten feet for right-turn monuments from eastbound University Avenue to southbound Boundary Street.

In addition, the University Avenue bridge over I-805 should be widened by twelve feet.

Texas Street

Texas Street, between Madison Avenue and Camino del Rio South, should be widened from three lanes to four lanes to provide an additional northbound traffic lane within the existing right-of-way.

In addition, Texas Street between El Cajon Boulevard and Madison should be widened to four lanes with a 60-foot curb-to-curb width within the existing 80-foot right-of-way. Left-turn movements would be controlled through operational improvements which would be determined during the street-widening program. This improvement would still permit on-street parking on Texas Street, except where left-turn lanes are needed.

32nd Street

Thirty-second Street, from Landis Street to University Avenue, should be widened from 45 feet to 52 feet to provide three lanes of traffic with parking allowed on both sides of the street. Additional right-of-way will be needed for this widening.

Boundary Street

Boundary, between University Avenue and North Park Way should be widened by 12 feet on the west side to a four-lane collector street, if CALTRANS widens the southbound I-805 on-ramp at North Park Way to two lanes. A traffic signal should be installed at Boundary Street and North Park Way in conjunction with this work.

OPERATIONAL IMPROVEMENTS

The following streets should be restriped as three-lane collector streets when individually warranted by future traffic volumes:

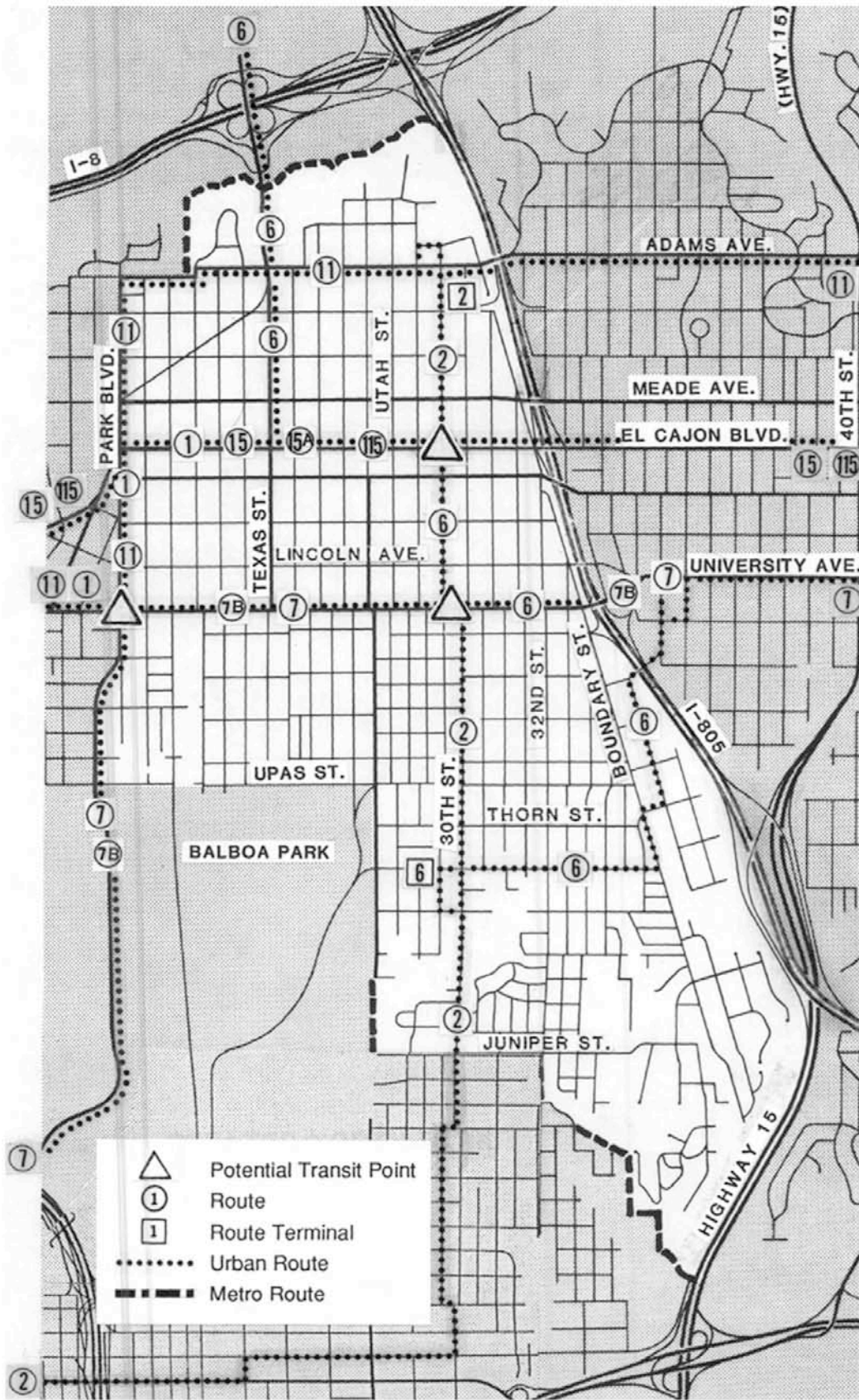
1. Adams Avenue, from Park Boulevard to Texas Street.
2. Upas Street, from Pershing Drive to 30th Street (west intersection).
3. Landis Street, from Boundary Street to Swift Avenue.
4. Park Boulevard, from Meade Avenue to Adams Avenue.
5. Utah Street, from Upas Street and Adams Avenue.
6. 32nd Street, from Lincoln Avenue to University Avenue.

University Avenue

Future traffic volumes on University Avenue across I-805 may necessitate some operational measures to provide indirect vehicular access to northbound and southbound traffic on I-805. These measures could involve prohibiting left turns on University Avenue, rerouting traffic and designating some streets one-way to provide access to I-805.

PUBLIC TRANSIT

Greater North Park, in its relationship with surrounding communities, can be the beneficiary of a comprehensive public transit system. Being essentially a residential community, Greater North Park can provide the opportunity to live within commuting distance of the employment centers of Centre City and Mission Valley. In addition, the public transit system can support the community's commercial establishment by providing a primary means of access to those residents of the community who do not have personal transportation but still need to have access to goods and services.



Bus Routes
Greater North Park Community Plan

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 FIGURE

The present public transit system should be upgraded to provide greater frequency of service, additional routes, more direct access to employment centers and to adjacent communities, and include, if feasible, a fixed rail transit system.

The major bus routes serving Greater North Park are all operated by the San Diego Transit Corporation and are illustrated in **Figure 14**.

The Metropolitan Transit Development Board has developed the Metropolitan San Diego Short Range Transit Plan which is the basis for transit services in the San Diego Region. This plan is updated on an annual basis in order to meet changing needs within the region. Therefore, the public transit needs of Greater North Park can be evaluated on any annual basis. The key aspects of the plan are:

- Transit centers and transit points at strategic points throughout the area to provide connections between transit services; and
- Three levels of transit service (METRO, URBAN and LOCAL/FEEDER), to provide the most efficient, cost-effective service.

METRO routes are for regional or long-distance travel utilizing freeways or light rail wherever possible, with stops only at transit centers and major residential and activity centers. URBAN routes are moderate or long distance, connecting communities via transit centers and transfer points. LOCAL/FEEDER routes are short distance intra-community bus and van services serving neighborhood destinations and transit centers in the immediate area.

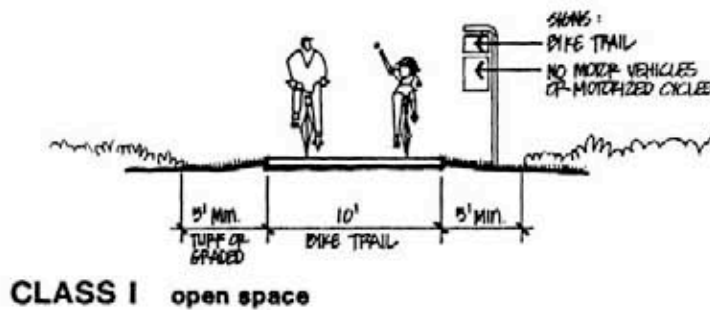
The Short Range Regional Transit Plan is the five-year plan for transit service for the metropolitan area. A high priority is placed on the implementation of regionally significant transit routes, two of which currently traverse the Greater North Park area (Routes 7 and 15).

El Cajon Boulevard should be developed as a public transit spine, featuring upgraded bus service connecting Greater North Park to Mid-City, Uptown and Centre City.

While a fixed rail transit system is considered infeasible for North Park, physical and operation improvements to the bus system can provide the same benefits at a lower cost. If future evaluation of a fixed rail transit system is undertaken, it should only be upon determination that all feasible improvements to the bus system have been accomplished and that an additional level of public service is needed in the community.

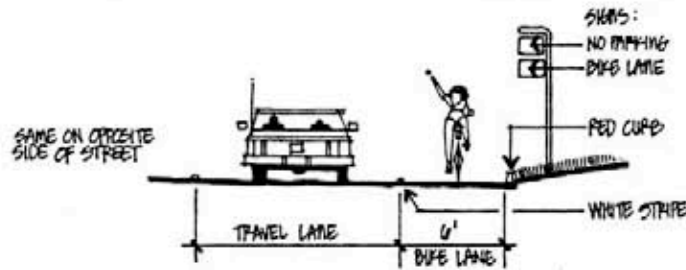
Within Greater North Park, the intersection of 30th Street and University Avenue should become the focal point of the public transit system. A transit point should be established either at or in the vicinity of this intersection. This transit point will provide access to Centre City, Mission Valley, to the East Line of the San Diego Trolley at 32nd Street and Commercial Street and to adjacent communities and other important activity centers via existing bus routes. This transit point could also become the focal point of a possible future feeder bus system or intra-community shuttle bus system which would provide access to the community's retail and social center for those who lack personal transportation.

Bicycle Path - A completely separate right-of-way for the exclusive use of bicycles. (Class I)



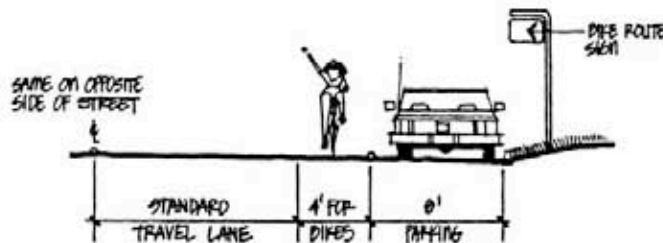
CLASS I open space

Bicycle Lane - A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings. (Class II)



CLASS II major street

Bicycle Route - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles. (Class III)



CLASS III neighborhood street

* The dimensions illustrated on this page are subject to change.



A transit point is a transit stop with either a high number of boardings and transfers or is a transit stop which serves two or more bus routes at an intersection crossed by one or more other routes. A transit point is typically equipped with a shelter, adequate seating, posted timetables and route maps and trash receptacles. Optional facilities include a posted system map and a telephone.

In addition to the recommended transit point at 30th Street and University Avenue, the intersections of El Cajon Boulevard and 30th Street and Park Boulevard and University Avenue meet the minimum standards for transit point status and should receive the same transit point improvements as 30th Street and University Avenue.

An existing DART (Direct Access to Regional Transit) system is presently functioning in the southeastern portion of the community and interfaces with Route 6. The DART system is designed to provide access to public transit lines for areas with low population densities or topographic problems. Service is provided on a demand basis through contractual agreements between the transit company and taxi companies. For instance, pick-up service is provided between transit stops and private homes by the taxi companies.

BIKEWAYS

There are no bike lanes in the Greater North Park community. The only designated bike route runs the length of Howard Avenue from Park Boulevard to I-805, where it crosses into Mid-City and links up with that community's only bike route extending along Orange Avenue to 54th Street.

Bikeways are classified into three general categories based on the degree or extent of their improvements (see **Figure 15**).

Ideally, Greater North Park should have an extensive bikeway system since the relatively level topography of the community lends itself to the use of the bicycle as an alternative mode of transportation. A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Greater North Park's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will ultimately become an important alternative means of personal transportation.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation and should be of a secure and stable design. Bicycle parking signs might be used to identify bicycle parking areas.

Streets that should be included in a bikeway system include all or portions of Howard Avenue (existing route), Adams Avenue, Landis Street, Morley Field Drive, Upas Street, Thorn Street, Juniper Street, Park Boulevard, Louisiana Street, Texas Street, 28th Street, Utah Street, Boundary Street and Nile Street. In addition, the two-way couplet of University Avenue and Lincoln Avenue serving the Central Business District should include bike lanes



Bicycle Routes
Greater North Park Community Plan

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FIGURE

in order to provide alternative means of access to the business area. The proposed bikeway system is shown on **Figure 16**. In developing the bikeway system, consideration should be given to the safety of bicyclists and any negative impacts on vehicular travel lanes and on-street parking as well as to any safety problems which may exist for bicyclists.

Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

PEDESTRIAN CIRCULATION

Greater North Park, because of its generally level topography, is a community in which walking should be encouraged. Given its public transit system, its readily accessible commercial areas, Balboa Park and other community activity centers, pedestrian access becomes an important alternative form of transportation.

Walking is a form of transportation which must be provided for, especially in neighborhoods for short trips to local commercial and public facilities and in business areas where many shoppers congregate. Sidewalks, malls and similar spaces provide not only for pedestrian movement but also for children's play, socializing among residents, window shopping, and sitting and watching. Congestion occurs on sidewalks in high activity areas, just as it does on streets. The inadequacy of pedestrian space creates inconveniences for those trying to pass through and those shopping or stopping to talk or look or rest.

In many high-activity areas, the sidewalks are narrower than required for pedestrians. Where pedestrian traffic is high and through vehicular traffic is light or can be moved to alternate routes or reduced by transit improvements, some street space should be converted into wider sidewalks, landscaped strips, and sitting areas. In high-density residential areas with little open space, wider sidewalks and small plazas should be created to provide more usable space as well as to discourage through traffic.

Pedestrian walkways should be sharply delineated from traffic areas, and set apart where possible to provide a separate circulation system. Separation should include landscaping and other barriers, and walkways should pass through the interiors of blocks wherever practical in commercial areas. Walkways in commercial areas that cross streets should also have pavement markings and good sight distances for motorists and pedestrians.

Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways. Truck loading should occur on private property rather than in roadways or on sidewalks.

Where streets are designed for high volumes or relatively fast movements of vehicles, adequate provision must be made for safe and convenient pedestrian crossings.

In a community like Greater North Park, with its gridiron street system and generally level topography, local residents will typically discover their own favorite routes, varying them as destinations, purpose of trip, desire for variety, availability of traffic signals become personal factors. Therefore, the sidewalks of the entire street system lend themselves to providing

pedestrian access to Balboa Park, commercial and other public activity areas and to public transit corridors. In effect, the street system becomes a community-wide pedestrian circulation system.

PARKING

Greater North Park, being an older community, experienced the bulk of its development during the first half of this century. Most of that development provided little or no off-street parking. This is seen today in the commercial areas where redevelopment has not occurred or where, because of zoning requirements in force at the time, sufficient off-street parking was not provided as part of redevelopment. As people have become more reliant upon the automobile, this lack of adequate parking in commercial areas has tended to hurt the individual businesses, especially in light of competition from shopping centers with more than adequate parking.

In order to rectify the existing parking problem, new increased parking requirements will be necessary. As described in the Commercial Element, Business Improvement Districts (BIDs) have been approved for El Cajon Boulevard, a portion of Adams Avenue and the 30th and University commercial center. These BIDs provide for the acquisition, construction or maintenance of parking facilities. If necessary, new parking requirements for new development or redevelopment will be formulated and applied to the commercial areas in Greater North Park.

In those residential areas where higher-density residential redevelopment has occurred, a combination of excessive curb cuts and inadequate parking requirements for new development has resulted in the reduced availability of on-street curb side parking, upon which early development is dependent, thereby creating an overall parking shortage.

In order not to further compound the parking problem in the multifamily residential areas, new curb cuts should be restricted or prohibited in order to preserve existing on-street parking for that older development which is dependent upon it.

IMPLEMENTATION PROGRAM

1. Establish, within the Capital Improvements Program and a long-range financing plan, a program for prioritizing and financing the circulation system and bikeways system.
2. Provide input to the annual update of the Metropolitan San Diego Short Range Transit Plan in order to ensure that the public transit needs of the community are met.
3. Implement the two-way couplet system for the central business district as recommended by the North Park Design Study.

Refinements and modifications to the recommended circulation system, the bikeway system and other aspects of this element, may result from the formulation of implementing legislation. In addition, the achievement of recommended development intensities may be predicated upon the ability to adequately finance the public improvements called for in this element.

COMMUNITY FACILITIES

GOAL

Establish and maintain a high level of public facilities and services to meet the needs of the community.

OBJECTIVES

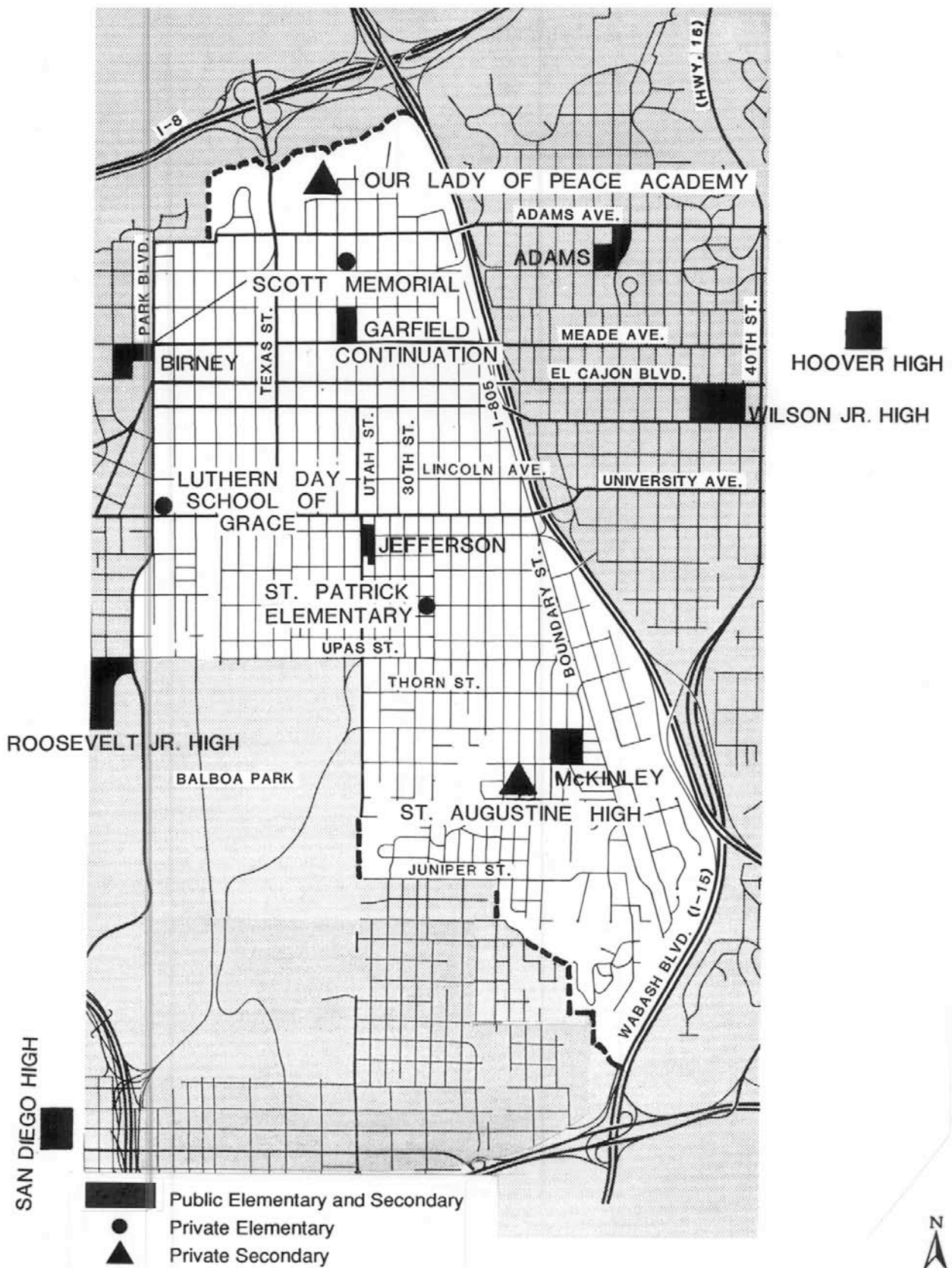
- Provide educational facilities, law enforcement, fire protection, libraries and public utilities in accordance with City standards.
- Provide childcare services to serve families in North Park.
- Program the systematic improvement and gradual replacement of water and sewer facilities.
- Program the undergrounding of telephone and electric power lines.
- Maximize the use of existing facilities for community activities.
- Provide improved street lighting at appropriate locations.
- Encourage a full range of health care facilities within the community.

EXISTING CONDITIONS AND RECOMMENDATIONS

Schools

Public education is provided by the San Diego Unified School District. Elementary schools serving the area include Jefferson and McKinley, both located within the community, and Birney, located to the west of the community (see **Figure 17**). Junior high school students attend Roosevelt and Wilson, both located outside the community. High school students attend San Diego and Hoover, also located outside the community (see **Figure 17**). Garfield Independent Learning Center, located within the community, is a continuation school for secondary students from throughout the school district.

Of the elementary schools serving the community, only McKinley's enrollment is currently exceeding its operating capacity. This situation will be corrected by the addition of portable classrooms. However, enrollments have increased recently and are projected to continue to increase in the next five years as a result of several factors, including the recent influx of young families with children moving into the area and expected housing growth. This means that Birney and Jefferson may also eventually exceed their operating capacities (see **Table 4**). All public elementary schools serving the area have insufficient usable land area, according to current General Plan standards, which establish ten net usable acres as the standard for elementary schools.



All secondary schools serving the area are operating under capacity (see **Table 4**). Several parochial schools are also located in the area. Elementary schools include Saint Patrick's School and Lutheran Day School of Grace. Secondary schools are Saint Augustine High School, Scott Memorial and Our Lady of Peace Academy (see **Figure 17**).

School Recommendations:

As can be seen from the above discussion, there are a number of problems associated with existing school facilities in Greater North Park. The elementary schools are either over operating capacities or are projected to be over operating capacities in the future. Possible alternatives to accommodate expected elementary school enrollment include the relocation of special education or other uses occupying classrooms, the addition of portable classrooms, or the adjustment of school boundaries. Operating capacities can be increased through the use of portable classrooms which is the traditional method of adjusting to enrollment capacity problems. However, portable classrooms utilize, in many instances, playground space, reducing recreational acreage available both to students and to residents of the surrounding communities.

Street closings can be one method of adding needed land area, but this is a limited approach at best. One potential street closing is Gunn Street between 28th and Idaho Streets. Possible partial street closings include Oregon and Idaho Streets between Monroe and Meade Avenues (abutting the Garfield Continuation School) and between Howard and Lincoln Avenues (abutting the North Park Recreation Center). These streets (Oregon and Idaho Streets) could be narrowed and made one-way streets providing use of public right-of-way in school and recreational use. A more costly solution, which is being utilized in the Mid-City community, is the purchase of abutting properties by the City for joint school and public recreational usage. In any event, efforts should be made to provide full-time use of school facilities, including full community use during non-school hours for educational, recreational and cultural needs.

As it has done in other communities, the San Diego Unified School District could also establish a planning process involving design professionals, school district staff and community members for the purpose of identifying problems and needs and alternative solutions. These solutions could include the following:

1. Improve the aesthetic educational environment at each of the elementary schools. Improvements needed may differ from school to school and include interior and exterior painting, landscaping, and turfing.
2. Improve the existing permanent facilities at some sites. Consideration could be given to the expansion of permanent facilities at some of the elementary schools to accommodate the large and growing enrollment and reduce the high percentage of portable classrooms. New facilities could be integrated architecturally with existing buildings. Underground buildings with play areas on top could be considered for some schools. In addition, multistory buildings could be considered for some sites in order to conserve play areas.

3. The school district could work with the City to acquire additional land to expand existing sites. In some cases, the expanded sites could be used for educational facilities and in other instances, joint use with City parks could be accomplished.
4. There could be explorations of the possibility of using new buildings jointly for commercial and educational use. The joint use of buildings would provide revenue to the district and give the district a means for reducing further the number of portable classrooms at each school.
5. Consideration could be given to develop ways to deal more aesthetically with portable classrooms. This could be accomplished through a combination of landscaping and arrangement of the portables.

These concepts could ultimately be developed into long-range physical master plans for the individual school sites. The development of these master plans could be accomplished as follows:

- Master planning could be carried out for each school by a committee composed of school staff, school district central office staff, community representatives and consultants. These committees could define the educational and physical needs for each school. After these needs were defined, an architectural firm could be obtained to prepare individual physical master plans for each school site.
- Each master plan could be developed based upon necessary review and evaluation of existing conditions, buildings that could be retained and new buildings that could be constructed. In addition, playgrounds, landscaping, parking and traffic circulation could be considered. Cost estimates for the implementation of the master plan could also be developed.
- All elements of the master plan could be reviewed by the planning committee which could establish priorities for the implementation of the master plan. The master plan for each individual school site would then be presented to the board of education for its approval.

Additionally, the San Diego Unified School District should consider the following site-specific solutions:

1. The Garfield Continuation School was previously an elementary school and could, if conditions warrant, revert back to that use. However, the question of relocation of existing educational services on the site would have to be answered. An additional problem is that most of the elementary school buildings were demolished or extensively remodeled to provide for a secondary school facility.
2. In the event that the functions of the existing Educational Center on Normal Street are moved to another location, consideration will have to be given to the reuse of the site. Although the existing facility is located in the Uptown community plan area, reuse of the site for other than educational purposes could have impacts on Greater North Park. If the Educational Center is relocated, consideration should be given to using the site to meet the educational needs of the surrounding communities. The main structure itself is of historical significance and consideration should be given to its preservation.

The San Diego Unified School District is presently developing a Long Range Facilities Master Plan (LRFMP) which is intended to determine future facilities needs to the year 2000, educational programs for the same period of time, facilities utilization policies, and availability of financial resources.

TABLE 4
PUBLIC SCHOOL ENROLLMENT

Actual Enrollments			Projected Enrollments*			Capacities 1985 – 1986	
October 1985			1986	1989	1995	Operating Capacity	Total Capacity
School							
<u>Elementary</u>							
Birney	617	(K-6)	626	661	700	654	810
Jefferson	560	(K-6)	586	658	675	570	750
McKinley	520	(K-6)	534	535	525	570	630
<u>Junior High</u>							
Roosevelt	1,075	(7-9)	1,227	1,350	1,550	1,274	1,770
Wilson	1,496	(6-8)	1,528	1,429	1,700	1,723	2,052
<u>Senior High</u>							
Hoover	1,886	9-12	1,950	2,006	2,180	2,047	2,424
San Diego	1,406	10-12	1,383	1,475	1,700	1,742	2,262

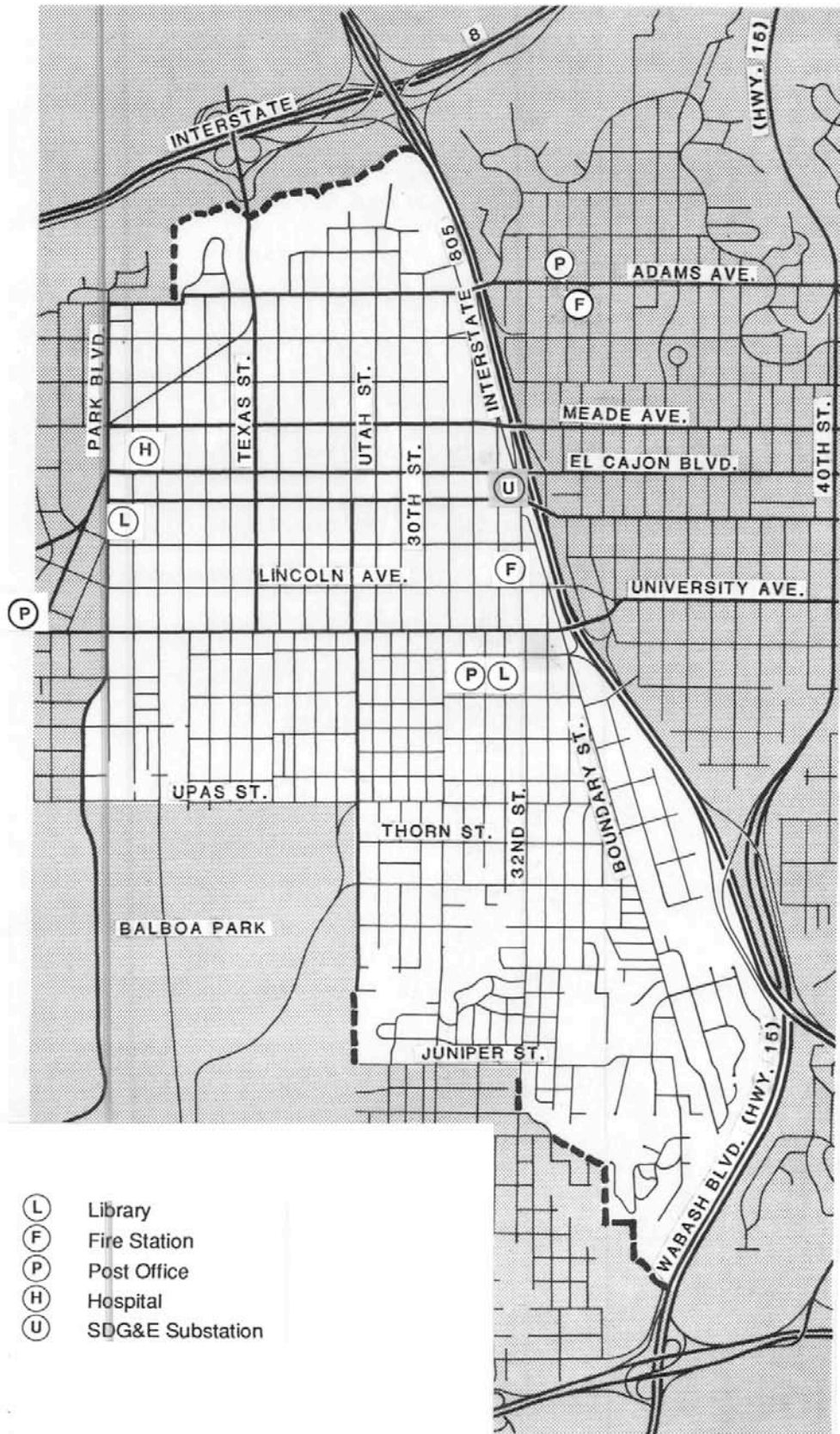
*All projected enrollments represent preliminary data which have not been subjected to the regular formal procedures undertaken during each year's official enrollment preparation.

Police

The area north of Upas Street is served by the Western Area Substation, located in the Morena area northwest of Mission Valley. The southerly portion of the community is served by the Central area substation, located downtown. The Community Relations Office serving the community is located in Linda Vista.

Consideration should be given to establishing a Community Relations Office in Greater North Park. An excellent location would be the vicinity of 30th Street and University Avenue, which is the hub of the community. It is both the commercial core and the potential public transit center of the community.

Like most of San Diego, Greater North Park has experienced increases in both violent and nonviolent crimes. In recent years, residential burglaries in increasing frequency have stimulated the establishment of numerous Neighborhood Watch programs. The police department considers these programs to be the most effective means of reducing crime in any given area. This Plan's **Urban Design Element** also addresses some features of development which can improve natural surveillance of properties, including lighting, the careful use of walls and landscaping.



Community Facilities
Greater North Park Community Plan

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 FIGURE

Fire

Fire protection for the community is provided primarily by four fire stations (see **Figure 18**). All of the stations have average response times of less than six minutes for their engine companies. The six-minute response time is the Fire Department's guideline for responses for residential areas. It is anticipated that the six-minute response time will still be viable in the face of density increases within the community since response times are a function of station location and not development intensity.

Station 14 is located within Greater North Park at 32nd Street and Lincoln Avenue and provides fire protection for the majority of the community. This station had a 3.9-minute average response time in 1985. This station has one engine company (four firefighters). It is scheduled for reconstruction in 1988 and 1989. Upon completion, it will house one division chief, one engine company (four firefighters) and one aerial ladder truck company (four firefighters).

Station 18 in Normal Heights services the northern end of the community. It had an average response time of 5.1 minutes in 1985. It is scheduled for reconstruction in Fiscal Years 1986 and 1987. Once completed, it will house an engine company (four firefighters), a paramedic unit (two paramedics) and a hazardous material response team (three personnel).

Station 11 in Golden Hill serves the southern end of the community. This station has one engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 3.8 minutes for the engine company and 5.5 minutes for the truck company. It is scheduled for reconstruction in Fiscal Years 1990 and 1991. Upon completion, it will continue to house one engine company and a truck company.

Station 5 in Hillcrest serves the western portion of the community. The station has an engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 4.1 minutes for the engine company and 6.6 minutes for the truck company.

Paramedics

Paramedic service is provided throughout the City of San Diego through a contractual arrangement with a private ambulance provider. Greater North Park is currently serviced by paramedic units based at the company administrative offices at 47th Street and El Cajon Boulevard, at Mercy Hospital in the Hillcrest area and Physicians and Surgeons Hospital in the Southeast area.

Hospitals

Hillside Hospital, which has emergency facilities, is located within the community, on El Cajon Boulevard, just east of Park Boulevard. Mercy Hospital and University Hospital (University of California Medical Center) are located to the west in the Uptown community (see **Figure 18**).

Post Office

A branch post office is located in close proximity to the 30th and University commercial center at the corner of Grim Avenue and North Park Way (see **Figure 18**). However, the post office is limited in size and should either be expanded or relocated to a site where a larger facility could be provided. If the post office is to be retained on the existing site, any expansion might be coordinated with the expansion of the North Park Library, with emphasis being placed on enhancing pedestrian circulation between the post office, the library and University Avenue (the Central Business District).

Libraries

Library service is provided by the North Park Library, located at 31st Street and North Park Way, and by the University Heights Library at Park Boulevard and Howard Avenue. These libraries offer 31,900 volumes and 22,000 volumes respectively. Both branches are open six days a week. The University Heights branch has 3,749 square feet in usable floor area. The North Park branch is scheduled for future expansion from 3,560 square feet to 8,000 square feet (see **Figure 18**).

Branch libraries are intended to serve about 30,000 residents and should have a maximum service area of a radius of two miles. The two branch libraries generally meet these criteria. In addition, they are ideally located to accommodate the areas of greatest projected growth in Greater North Park. Branch libraries should have an eventual capacity of 4.4 volumes per square foot of floor area. Both branches currently exceed this standard.

Water and Sewer Service

The capacity of water mains and sewer lines is considered generally adequate throughout the community. However, the advanced age of the systems necessitates frequent repairs and replacements. The City of San Diego has a sewer and water main replacement program. These programs are funded annually on a citywide basis with four, five and six million dollars in fiscal years 1986, 1987 and thereafter, respectively, for sewer main replacement; and five and six million dollars in fiscal year 1986 and thereafter, respectively, for water main replacement.

Monies in these two programs are being used to replace sewer and water mains with higher than the citywide average water break/sewer stoppage frequencies and to provide adequate capacities to meet demand according to zoning and the community plan. In replacing and upgrading water and sewer lines, the population densities permitted by the community plan or by existing zoning, whichever is higher, is a determining factor. As a general rule, the ability of the water and sewer systems to serve the community will exceed the ability of the street system to accommodate vehicular traffic generated by the community. In addition, the primary factor in determining water system capacities is fire fighting flow demand which typically exceeds peak hour use demand.

On a citywide basis, replacement priorities are also based upon the history of sewer stoppages and spills and low water pressure, with areas having the worst problems being given top priority. Typically, this means that older communities will receive more emphasis on upgrading and replacement because the age of their facilities causes those facilities to be more prone to breakdown. Also, in older communities, the age of the service pipes rather than the size is the problem because older pipes have a reduced capacity due to interior deterioration.

Gas, Electricity and Telephone

Gas and electricity service are provided by San Diego Gas and Electric Company. Telephone service is provided by Pacific Telephone Company. These services are considered satisfactory at this time.

The undergrounding of overhead distribution utility wires on four major streets is scheduled in the City's Capital Improvements Program. These include all of Adams Avenue and University Avenue, and both Park Boulevard and 30th Street north of University Avenue. Phased construction is scheduled for 1983 through 1988, and is funded by San Diego Gas & Electric Company.

Childcare Center

A community childcare center should be provided within the community. Such a facility could be publicly owned, but operated by a private operator. The Garfield School site, if it becomes available, would be an appropriate location.

IMPLEMENTATION PROGRAM

1. Provide ongoing community input to the San Diego Unified School District regarding any necessary upgrading and expansion of existing educational facilities.
2. Upgrade or replace obsolete or inadequate community facilities as programmed in the Capital Improvement Program.

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PARK AND RECREATION

GOAL

Ensure adequate park and recreational facilities and activities easily accessible to all portions of the community.

EXISTING CONDITIONS

The General Plan speaks to older communities such as Greater North Park as follows:

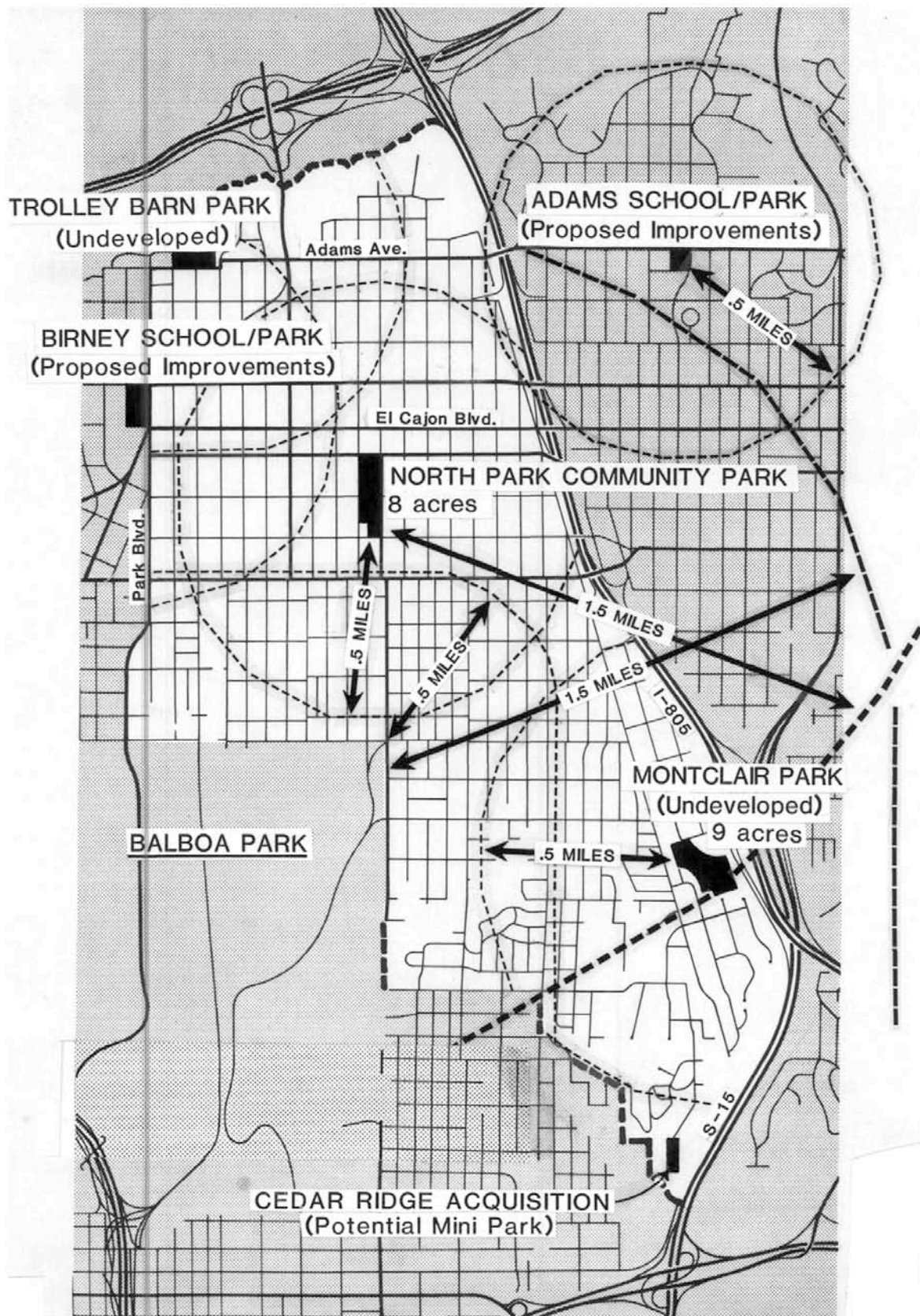
“In older, already developed parts of the City, where recreation space is difficult to acquire, efforts should be directed toward providing staff and facilities which compensate for deficiencies in acreage. Land, equipment, and supervision in varying proportions can still add up to recreational opportunity and service to the residents. If acreage is reduced, facility investment and leadership should be correspondingly increased.”

General Plan park criteria are difficult to achieve due to the lack of available vacant land and the prohibitive cost of buying and clearing developed land in locations where the need is the greatest. In addition, acquisition of developed land for park expansion purposes generally means the removal of housing stock and the displacement of the residents of that housing stock.

North Park Recreation Center is the only developed community or neighborhood park in Greater North Park. It is an eight-acre community park providing lighted baseball fields and tennis courts, shuffleboard, picnic and play areas and a recreation building (see **Figure 19**).

Montclair Park is an undeveloped neighborhood park of approximately nine acres, including “paper” streets, located south of Quince Street and next to I-805. Development of this park is planned for 1990. However, due to the community’s lack of adequate parks, consideration should be given to accelerating the development of this park. Paper streets within the park site should be vacated as part of the park development program (see **Figure 19**). The park should be developed as a passive neighborhood park featuring play areas, picnic facilities, landscaping and lawn areas.

Balboa Park is a regional facility which also provides recreational opportunities to neighboring communities. Portions of the park which border Greater North Park offer tennis courts, shuffleboard, a bicycle track, golf course and other forms of active and passive recreation. Most of these facilities are found at the Morley Field recreation area in the northeast corner of the park. The Birney Elementary School Park, located on Park Boulevard at Meade Avenue in the Uptown community, also serves the Greater North Park community. It is scheduled for improvements in fiscal year 1992 with the provision of a turf athletic area, reconstruction of the existing lighted athletic field with attendant facilities and the construction of a comfort station.



Existing and Proposed Park
Greater North Park Community Plan

19
FIGURE



While also not within the Greater North Park community, the old Trolley Barn site on Adams Avenue has been acquired by the City and is scheduled for development as a neighborhood park in fiscal year 1988. This facility would serve the residents of the northwest portion of Greater North Park (see **Figure 19**). Development of this park could be coordinated with the Park and Adams neighborhood commercial center by means of a common visual theme involving landscaping, ornamental lighting and clearly defined pedestrian connections.

OBJECTIVES

- Provide, to the extent feasible given existing constraints, a system of parks and recreational facilities within the community consistent with General Plan standards.
- Continue enhancement of the North Park Recreation Center as the central facility and focal point serving Greater North Park's active recreation needs.
- Enhance public space adjacent to community facilities, such as post office, libraries, schools and churches, to serve as a focus for passive recreation.
- Establish smaller neighborhood parks and mini-parks throughout the community, especially in areas more distant from larger park facilities.
- Encourage development of public park areas in commercial districts, particularly in areas with high pedestrian activity, to provide visual relief and complementary activity areas.
- Require the provision of private recreational facilities in conjunction with new larger residential projects.
- Provide or maintain adequate access to Balboa Park and its facilities for Greater North Park residents.
- Minimize any adverse impacts from regional visitors to Balboa Park on the Greater North Park community.

RECOMMENDATIONS

Normally, Greater North Park, exclusive of Balboa Park, would be considered to be lacking in adequate park and recreation facilities. Based upon its projected population, the community should have at least two community parks of 20 usable acres each and nine neighborhood parks of ten acres each. These figures are based upon standards estimated by the General Plan of the City of San Diego.

However, the existence and proximity of Balboa Park must be taken into consideration since most of Greater North Park is within the one and one-half mile radius established by the General Plan as the standard for community parks. Therefore, due to the proximity to Balboa Park, the community should not be considered to be deficient in community parks and only deficient in neighborhood parks from an acreage standpoint, since most of the community is within one-half-mile walking radius of an existing or proposed park. Based upon General Plan standards, Greater North Park currently has a 21-acre deficiency in park acreage. After

the completion of the Cedar Ridge mini-park, the community will still be deficient by 17-18 acres. In addition, the community's sole community park (North Park Recreation Center) is 12 acres short of the 20-acre standard for community parks.

There are a number of possibilities which should be considered in seeking improvement to the current park and recreation situation in the community.

Consideration might be given to utilizing all or portions of the Garfield School site as a combined neighborhood park and childcare center. In order to achieve this objective, cooperation of the San Diego Unified School District would be necessary since displacement and relocation of existing educational services would result. In addition, it may become necessary, at some point in the future, for the site to revert back to use as an elementary school. However, in that instance, joint school/park use of the four-acre site should be explored.

The City has recently acquired the Cedar Ridge property at the foot of Pentuckett Avenue. The upland or mesa portion of this property could be developed as a small, passive mini-park of approximately three or four acres.

There should be ongoing cooperation between the City and the School District in efforts to expand existing sites and to maximize the use of existing facilities. Street closings, where feasible, are one method of expanding existing facilities.

Property acquisition, including possible land trades, are another possibility of expanding existing sites. In addition, the sale of other City-owned properties in the community which are not needed or are not suitable for public uses, should be explored as a method of obtaining funds for acquiring properties abutting existing park facilities. **Table 5** lists park facilities within and abutting Greater North Park.

TABLE 5
PARK FACILITIES

Name	Type	Size
Balboa	Regional	—
North Park Recreation Center	Community	8 acres
Montclair	Neighborhood	9 acres
Cedar Ridge	Mini	3-4 acres
Trolley Barn*	Neighborhood	
Adams Avenue*	Community	
Birney School*	Community	

* Parks located outside the community

Balboa Park, although primarily thought of as a regional facility, does provide neighborhood- and community-oriented recreational opportunities. A Balboa Park Development and Management Plan has been prepared and is currently undergoing environmental review.

Aspects of that plan which will impact Greater North Park include the addition of a new municipal gymnasium at Morley Field. More significant are the recommendations to extend Upas Street across SR-163 and Florida Canyon and to extend 28th Street across Switzer Canyon.

“Certain adverse visual effects would be associated with both the 28th Street and Upas Street extensions. These effects would be the result of the extension of 28th Street across Switzer Canyon and the extension of Upas Street across SR-163 and Florida Canyon. These extensions would require construction of three bridges with extensive grading and landform alteration. These bridges would significantly alter the existing visual environment in the surrounding areas. The 28th Street extension would reduce the value of Switzer Canyon as a visual amenity for homes along the canyon edge.” (Preliminary Draft Environmental Impact Report — EQD No. 84-0595).

IMPLEMENTATION PROGRAM

1. Establish and maintain an ongoing cooperative program between the City and the School District to maximize the use of existing recreational facilities and to maximize efforts to expand these facilities.
2. Establish financing programs necessary to upgrade and expand existing recreational facilities.
3. If acreage deficiencies of the community's park system cannot be specified, then efforts should be made towards providing additional staff and facilities which make up for those deficiencies.
4. Development of the Trolley Barn park site should be coordinated with the rehabilitation of the Park and Adams commercial center.
5. Due to the community's current deficiency in park acreage, consideration should be given to accelerating the development of Montclair Park.

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OPEN SPACE

GOAL

Provide an open space system which preserves existing canyons and hillsides throughout the community and reintroduces open space areas throughout the community as redevelopment occurs.

EXISTING CONDITIONS

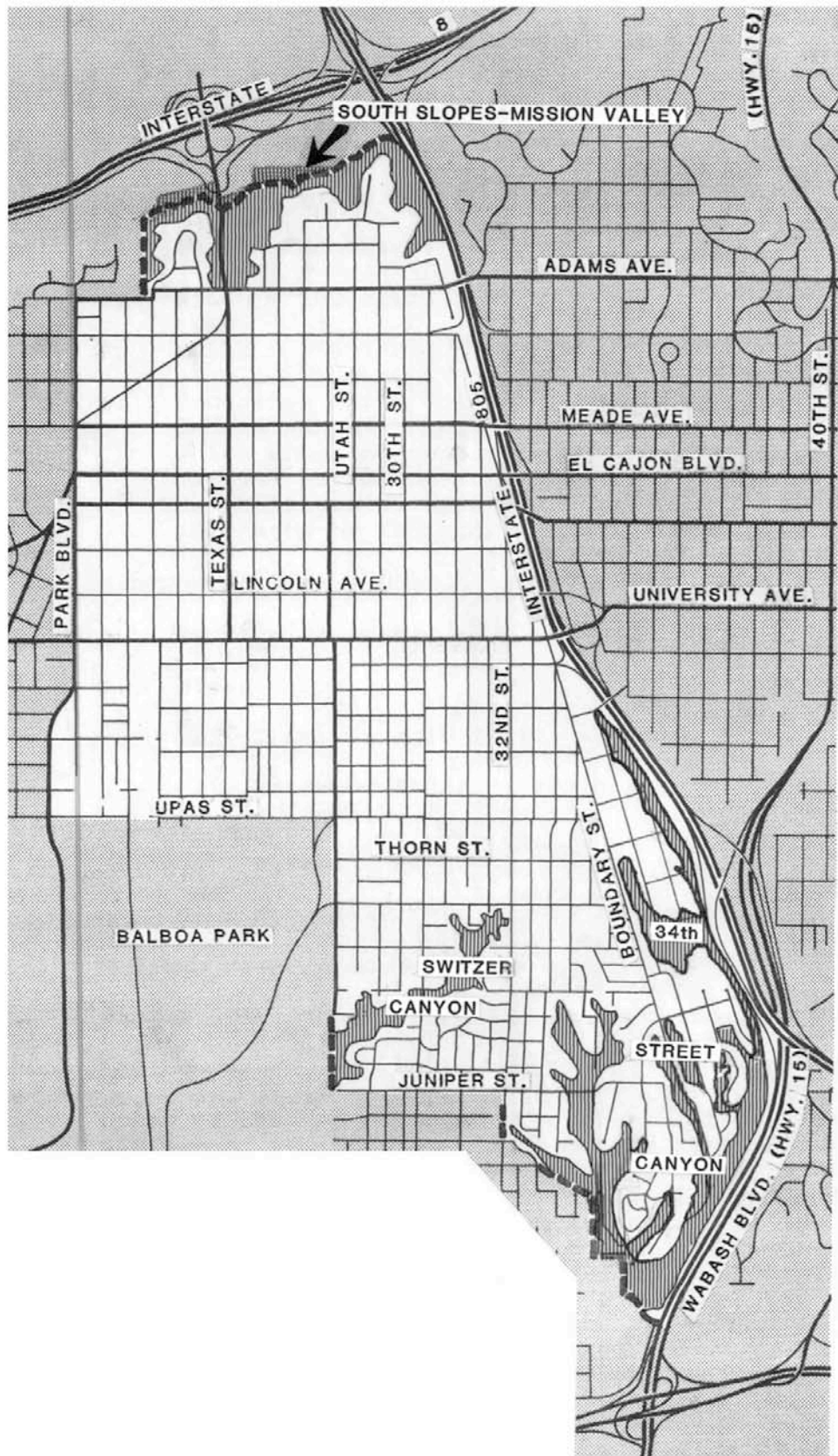
Open space in the Greater North Park community consists of hillsides and canyons. The neighborhoods of University Heights and Normal Heights are bounded to a certain extent by the south slopes of Mission Valley, which are currently designated as open space. Switzer Canyon, in the Burlingame and South Park areas, and the 34th Street Canyon, in the southeast section of the community near Greater Golden Hill, complete the open space system. Minor open space acquisitions have been accomplished on the Mission Valley slopes; major acquisitions are in process in the 34th Street Canyon; and the acquisition of Switzer Canyon is nearly complete (see **Figure 20**).

There are two forms of open space in Greater North Park. One is generally in slopes remaining after subdivision and development of land where the slopes are mostly undevelopable and owned by individual property owners. It is expected that they will continue to be privately maintained and protected. The other form consists of several large canyons which are unsubdivided or in large lots in single ownerships. These canyons are a notable part of San Diego's beauty and heritage. Every effort must be made to preserve and protect the integrity of these canyons and systems of canyons. They are among the few remaining wildlife habitats within the urbanized area of the City. Access for study and passive recreation should be allowed, but care must be taken to allow minimal disruption of the integrity of the canyons.

The purpose of this open space element is to ensure that open space conservation policies for the natural open space areas are well coordinated with adjacent land development. It is also the purpose of this element to ensure that the environmental and visual impact of upland development, as it relates to natural open space and public view presentation, is adequately addressed.

OBJECTIVES

- Preserve remaining undeveloped canyons and hillsides as important features of visual open space and community definition.
- Utilize publicly-controlled open space for passive recreation where feasible.
- Develop private, usable open space throughout the community by incorporating landscaped areas into new residential and commercial projects.



Natural and Undeveloped Open Space
Greater North Park Community Plan

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FIGURE

- Acquire open space through open space easements and dedications or other mechanisms as part of project approvals.
- Coordinate open space conservation policies with adjacent land development.
- Establish requirements as part of development approvals for the rehabilitation of disturbed on-site open space.

Hillside Areas

Hillside areas which have significant open space value are the highest priority in terms of preservation. They include any slope of 25 percent gradient or greater and the canyon bottoms. Only very low-residential development density should be allowed on these sites, not to exceed approximately one dwelling unit per acre (R1-40000). **Figure 6**, in the **Housing Element**, should be consulted as to those areas recommended for R1-40000 zoning.

Minimal disturbance of the natural terrain and vegetation should be permitted within the undeveloped portion of this zone, unless required due to the necessity to stabilize other areas of the site. Grading shall be avoided by using appropriate building types, such as split level or custom houses, to avoid the typical grading needed for flat slab construction. Building height shall not exceed 30 feet.

Any graded areas in these areas shall be revegetated with native vegetation to minimize erosion and soil instability and to enhance the undisturbed open space area. However, the use of native fire resistant and non-invasive species should also be encouraged directly adjacent to development.

Grading shall be avoided by using appropriate building types, such as split level or custom houses, thus avoiding the typical grading needed for flat slab construction.

Clustering of development is a technique that can be utilized to preclude or limit intrusions into sensitive areas. However, any project featuring attached dwelling units should be designed to be similar in scale and character with the surrounding neighborhood.

Remaining undeveloped portions of the hillside areas should be preserved through open space easements, open space lot designations, or non-building area easements.

Open Space Fire Prevention

The potential for brush fires peaks from May through October. Little rainfall, combined with summer heat and Santa Ana winds, can create an explosive condition.

The following measures should be implemented by property owners adjacent to open space areas.

Short Term

1. Thin out existing woody or dry vegetation.
 - a. Raise tree branch height - lower shrubs underneath trees.
 - b. Remove branches near structures.
 - c. Thin out shrubs on slopes - remove near trees.
 - d. Remove highly flammable plants.
2. Install irrigation at top of slope to establish a buffer.
3. Plant low-growing drought-tolerant fire retardant plants at top of slope.

Mid-Term

1. Extend buffer and continue thinning.

Long-Term

1. Irrigate top of slope buffer and keep vegetation below 24 inches in height.
2. Continually thin and clear slopes of dry plant material and debris.
3. Maintain and control vegetation near structures.
4. Plant fire retardant or resistant trees and plants in yard areas.

IMPLEMENTATION PROGRAM

1. Continue ongoing open space acquisition program in accordance with the criteria established by the Park and Recreation department.
2. Formulate implementing legislation regulating development in hillside and related areas.
3. Initiate a rezoning program within all designated open space areas utilizing the following guidelines:
 - a. Multifamily zoned properties should be rezoned to an appropriate single-family zone;
 - b. Large parcels should be rezoned to appropriate lower-density single-family zones; and,
 - c. City-owned open space should be rezoned to appropriate open space zones.
(Note: Reference should be made to the **Housing Element** for specific rezoning recommendations.)

4. For purposes of determining allowable density, any portion of a proposed Planned Residential Development which is designated open space and is in the Hillside Review (HR) Overlay District should be restricted to one dwelling unit per acre.
5. The development in natural canyon areas shall be limited to residential, or other low-intensity open space type uses. This should encourage open space preservation and allow property owners to have some reasonable development rights in the event the City or other government agency is unable to purchase the property.
6. All projects located within a hillside and canyon open space area should be subject to development review for the purpose of preserving the area's habitat and natural characteristics. Project review should be based on each project site's major features.

Refinements and modifications to recommended development regulations for open space and hillside areas may be incorporated into implementing legislation. In addition, it may be necessary to adjust land use and density boundaries in order to properly apply implementing zoning legislation. Finally, the achievability of recommended development intensities and residential densities may be predicated upon the design standards and development regulations of the implementing legislation.

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CONSERVATION

GOAL

Provide a clean and healthy environment in which to live.

OBJECTIVES

- Minimize and avoid adverse noise impacts by planning for the appropriate placement of high noise generating land uses and by mitigating existing noise impacts, where feasible.
- Encourage water conservation through development and landscaping guidelines.
- Conserve energy by utilizing alternative energy sources and energy-efficient building and site design principles.

DISCUSSION

Conservation and protection of natural resources is becoming an increasingly important aspect of daily life in every community. Air, water, land and energy are resources which must be conserved or protected. Conservation is the planned management, preservation and wise utilization of natural resources. Its purpose is to prevent the wasteful exploitation or destruction of the community's natural resources and adoption of policies for their preservation, development and wise use.

Air Quality

Monitoring of air quality at the Island Avenue and El Cajon Air Monitoring Stations (the two closest stations) for the years 1977, 1978 and 1979 (and 1980 for Island Avenue) indicate that the California standards for ozone, hydrocarbons and particulates were exceeded while the California standards for nitrogen dioxide and sulfur dioxide were achieved during the most recent monitoring year. The standard for carbon monoxide was exceeded at both air monitoring stations in 1979, but in 1980, the standard was achieved at Island Avenue.

The Park North-East community planning area is located in the San Diego Air Basin/San Diego County which has been classified as a non-attainment area for the pollutants of ozone and particulates; the county is an attainment area for nitrogen dioxide, carbon monoxide and sulfur dioxide. The most significant source of air pollution in the San Diego Air Basin is automobile emissions. There are no known stationary sources in Greater North Park that significantly impact air quality.

Noise

Air and ground transportation are the predominant noise sources in the Greater North Park community planning area. Traffic volumes on all existing freeways, prime arterials, major streets and many collector streets within the Park North-East generate average noise levels of

65 decibels and greater on adjacent properties. Noise contours for the year ending September 30, 1981 indicate that only the southwestern tip of the community was impacted by average noise levels of 65 and greater because of aircraft approaching Lindbergh Field.

According to the San Diego Plan for Air Transportation prepared for SANDAG, a “comparison of the 1980 and 1985 contours shows that the contour areas are reduced in later years, reflecting changes in aircraft types that will serve Lindbergh Field in the future.” More specifically, “based on estimated fleet replacement rates and manufacturers’ estimates, it is assumed that all carrier aircraft operating from Lindbergh Field will meet Federal Aviation Regulation (FAR Part 36) noise standards by 1985.” As a consequence, the aircraft projected 60 CNEL noise contour for 1995 falls outside the Park North-East community.

Energy

There is general agreement that existing ways of life, urban patterns, transportation facilities, buildings and equipment all reflect a past when energy was abundant and cheap. Many other countries, with living standards equal to ours, use less than half the energy per capita that is consumed in the United States. Apart from savings in transportation, the next most fertile area for improving efficiency is building and development design and land use patterns. It is indisputable that sprawled low-density urban development increases travel distances, street and highway requirements, public utility extensions and public service costs (fire, police, schools) – all of which translate directly into increased energy use. Grouped structures and higher-density development have recognized energy savings. Subdivisions in areas that are hot in summer and cold in winter, or in areas where auto dependence is mandatory, or where cultural and commercial and recreational and employment facilities are lacking, can only result in increased energy use – not only in initial development but also in yearly operation and in the more nebulous energy costs that traffic congestion, waste water and public services demand.

In addition to the location of development, its design can be oriented toward better use of energy. Narrow streets reduce construction energy and materials, and reflected summer heat. Deciduous street trees allow summer shade and winter sun on buildings and streets, and make walking and bicycling more attractive. More extensive walks and bicycle paths reduce auto use. Smaller minimum lot sizes reduce travel, utility and service distances.

Important energy savings can also be realized through energy-conserving site planning and building design techniques and principles. Flexibility in required setbacks allows building to be oriented to maximize sun access and wind for natural heating and cooling factors. Designs that consider micro-climates, building efficiency, summer shade and winter exposure of windows and the energy implications of colors and materials can reduce total energy operating needs by as much as 50 percent.